

Exemption Request for Regulatory Relief

(8/16/2021)

Petition for exemption requested by: Brian Rutt
139 Shoreview Drive
Elysian, MN 56028

I am petitioning for an exemption from the following sections of **Title 14 of the Code of Federal Regulations (CFR)**:

61.160(b)(3)(ii) – The required flight training was completed as part of an approved part 141 curriculum at the institution of higher education or at a part 141 pilot school that has a training agreement under 141.26 of this chapter with the institution of higher education.

The requested exemptions would apply to myself, a graduate of Minnesota State University – Mankato (MSU) who received a Bachelor of Science Degree in Aviation. MSU is accredited by the Aviation Accreditation Board International (AABI). This petition discusses the following:

- Reasons for the exemption from 14 CFR 61.160(b)(3)(ii)
- The positive effects of this exemption
- Assurance of public safety

MSU holds a Part 141 certificate (6MUS178L). MSU, in concert with North Star Aviation (NUTS521L), has continued to administer both the Part 141 and Part 61 training.

My ground instruction for instrument and commercial ratings were conducted under part 141 at MSU. My flight training was started under part 141, but switched to part 61 due to a transfer of schools and to avoid a financial hardship.

Part 61 students at MSU were taught by the same instructors and administered by the same supervisors as the Part 141 students. The quality of training is the same. In addition, I have been instructing under a part 141 curriculum for over three years at North Star Aviation. The students I teach are eligible for the restricted ATP certificate (rATP) at 1000 hours, however I am not. I am currently the Safety Manager for the flight school, as well as a designated check airman. The quality and safety of my airmanship is in line with the pilot knowledge base and similar experience that is at least comparable to my peers who have met requirements to obtain a rATP at 1000 hours. Except for my instrument and commercial ratings being finished under part 61, my training was identical as someone who is eligible for the rATP at 1000 hours through the MSU aviation degree program.

The public benefit gained with this exemption will allow an additional qualified candidate early entry into the job market for Airline First Officer positions that might go unfilled due to the current and increasing pilot shortage.

The assurance of public safety is of the highest level due to the structure, training demands, and supervisory oversight of MSU and North Star Aviation, as well as the safety culture instilled through the flight training program at MSU. This exemption would in no way negatively impact public safety.

Summary for the Federal Register:

I, Brian Rutt, a graduate of MSU with a Bachelor of Science in Aviation, am seeking an exemption from the regulatory requirements of 14 CFR 61.160(b)(3) (ii), which would enable myself, who completed flight training at an AABI accredited university under Part 61, to qualify for the restricted ATP certificate at 1000 flight hours.

Sincerely,

Brian Rutt